# Eastside Transit Corridor Phase 2 Draft Environmental Impact Statement/ Environmental Impact Report

**APPENDIX F** 

SECTION 4(f) EVALUATION

State Clearinghouse Number: 2010011062



# **Section 4(f) Evaluation**

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# **Prepared for**

Los Angeles County Metropolitan Transportation Authority

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Attachment A – Emission Calculations



# **ACRONYMS AND ABBREVIATIONS LIST**

AASHTO American Association of State Highway and Transportation Officials

APE Area of Potential Effects

Caltrans State of California Department of Transportation

CEQA California Environmental Quality Act

CFR Code of Federal Regulations

CRHR California Register of Historic Resources

dBA A-weighted Decibels

FHWA Federal Highway Administration

FR Federal Regulation

FTA Federal Transit Administration

HOV High-Occupancy Vehicle

LAX Los Angeles International Airport

LRT Light Rail Transit

LRTP Long Range Transportation Plan

LRV Light Rail Vehicle

NEPA National Environmental Policy Act
NRHP National Register of Historic Places

ROW right-of-way

RTP Regional Transportation Plan

SAFETEA-LU Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users

SCAG Southern California Association of Governments

SCE Southern California Edison

SHPO State Historic Preservation Officer

SR 60 State Route 60

TOD Transit Oriented Development

TPSS Traction Power Substations

TSM Transportation System Management

U.S.C. United States Code
UPRR Union Pacific Railroad

USACE United States Army Corps of Engineers



# 1.0 SUMMARY

This technical memorandum evaluates the applicability of Section 4(f) of the United States Department of Transportation (USDOT) Act of 1966, as amended by 23 USC 138 and 49 USC 303, (Section 4(f)) to historic resources, parks, recreation and refuges located within the Eastside Transit Corridor Phase 2 project area. Section 4(f) requires that projects funded or approved by FTA avoid use of these properties for transportation projects unless avoidance is not feasible or prudent, or would not satisfy the purpose of the project. The determination by FTA whether further Section 4(f) evaluation is needed will be based on the information in this technical memorandum.

The analysis in this technical memorandum relies on data from the Cultural Resources Technical Memorandum and the Parklands and Other Community Facilities Technical Memorandum. Based on the conclusions of those reports, none of the proposed alternatives would result in use of historic resources that are protected by Section 4(f).

The Section 4(f) analysis also shows that none of the proposed alternatives would result in the use of any parks, recreation areas, or refuges that are protected by Section 4(f). The State Route 60 (SR 60) Light Rail Transit (LRT) Alternative's impacts on properties protected by Section 4(f) qualify as a de minimis impact as defined in 23 CFR 774.17. These de minimis impacts would occur at the Montebello Country Club and two resources within Whittier Narrows Recreation Area: Legg Lake and the bike path along the Rio Hondo. The Washington Boulevard LRT Alternative would result in de minimis impacts to the bike paths along Rio Hondo and the San Gabriel River where they cross Washington Boulevard. No mitigation measures or analysis of avoidance alternatives are needed.



# 2.0 INTRODUCTION

This technical memorandum evaluates whether the proposed Eastside Transit Corridor Phase 2 build alternative alignments would potentially use protected Section 4(f) properties. Section 4(f) requires that projects approved or funded by FTA avoid use of these resources for transportation projects unless there is no feasible and prudent alternative to the use of that land and all possible planning to minimize the harm due to the use has been included as part of the project or FTA determines that the use of the property, including any measures to minimize harm will have a de minimis impact on the property. This technical memorandum analyzes the applicability of Section 4(f) findings for the proposed build alternatives. The following sections describe the alternatives studied.

#### 2.1 No Build Alternative

The No Build Alternative is used for comparison purposes to assess the relative benefits and impacts of constructing a new transit project in the project area versus implementing only currently planned and funded projects. The No Build Alternative is also a required alternative for comparison as part of the National Environmental Policy Act (NEPA)/California Environmental Quality Act (CEQA) environmental analysis.

The No Build Alternative includes all of the projects that are identified for construction and implementation in the "Constrained Plan" of Metro's 2009 Long Range Transportation Plan (LRTP) (through the year 2035). This plan includes the Metro Gold Line Eastside Extension currently in operation, but does not include any project resulting from this Phase 2 study effort. It also includes the construction of the Metro Crenshaw Line and the Los Angeles International Airport (LAX) People Mover, as well as the extension of the Metro Purple Line to Westwood, and the extensions of the Metro Green Line to LAX and to the South Bay. The plan also includes construction of the Regional Connector that will connect existing lines through downtown Los Angeles. After construction of the Regional Connector, east-west trains will operate between Santa Monica and East Los Angeles without the need for riders to transfer, and north-south trains will operate between Montclair and Long Beach, also without the need for riders to transfer. Bus services will be reorganized and expanded to provide connections with these new rail lines. Figure 2-1 displays the No Build Alternative.

The No Build Alternative also includes all of the projects that are identified for construction and implementation in the financially constrained project list of the 2008 Regional Transportation Plan (RTP): Making the Connections, developed by the Southern California Association of Governments (SCAG) to present the transportation vision for the region through year 2035. The RTP outlines future highway projects, including providing one high-occupancy vehicle (HOV) lane in each direction on I-5 from SR 19 (Rosemead Boulevard) to I-710. There are no other major roadway improvements in the project area included in the financially constrained RTP.





Source: Metro; CDM, 2011

Figure 2-1. No Build Alternative

# 2.2 Transportation System Management (TSM) Alternative

The TSM Alternative is intended to address the same mobility needs as the two LRT "build alternatives," but does not include the construction of a fixed guideway facility. The TSM Alternative includes all of the transit and roadway provisions of the No Build Alternative, plus proposed enhancements to existing bus service. Under the TSM Alternative, the basic approach is to enhance the east-west bus service in the same corridor as the build alternatives to develop the TSM network. In order to leverage the investment in an east-west transit spine, the TSM Alternative also includes enhancements to north-south bus services that would feed and integrate with the improved east-west spine. The TSM Alternative is presented in Figure 2-2.

The key elements of the TSM Alternative are the creation of an east-west "transit spine" along with new north-south feeder service. The transit spine would include new "Pomona Freeway Flyer" express service from the Eastside Extension Phase 1 terminus at Atlantic Station to Crossroads Parkway near SR 60, supported by enhanced bus service provided by Montebello Bus Lines. The enhanced service would include new Rapid bus service on Route 40 on Beverly Boulevard and additional service on Route 10 on Whittier Boulevard and Route 50 on Washington Boulevard.





Source: Metro; CDM, 2011

Figure 2-2. TSM Alternative

The north-south feeder service would include new Rapid bus service on Montebello Bus Lines Route 30 on Garfield Avenue, new Limited Stop service on Montebello Bus Lines Route 20 on Montebello Boulevard, and additional service on Metro Route 265 on Paramount Boulevard, Metro Route 266 on Rosemead Boulevard, and Foothill Transit Route 274 on Workman Mill Road. It would also include Route 577 Limited Stop service in addition to existing Metro Route 370 service on Peck Road and Workman Mill Road.

# 2.3 State Route 60 (SR 60) Light Rail Transit (LRT) Alternative

The SR 60 LRT Alternative would extend the Metro Gold Line Eastside Extension, a dedicated, dual track LRT system with overhead catenary wiring, approximately 6.9 miles east to Peck Road. More than 94 percent of this alternative would operate in an aerial configuration, primarily within the southern portion of the SR 60 Freeway right-of-way (ROW). Figure 2-3 illustrates the SR 60 LRT Alternative. The proposed alignment runs at-grade east from the Metro Gold Line Eastside Extension Atlantic Station in the median of Pomona Boulevard, where the alignment transitions to an independent aerial structure within the south side of the SR 60 Freeway ROW to Garfield Avenue. The SR 60 LRT Alternative continues east beyond Garfield Avenue in the freeway ROW, terminating in the vicinity of the SR 60/Peck Road interchange in the city of South El Monte, with tail tracks for storage extending farther east. The proposed LRT alignment is located on the south side of the freeway between the edge of the eastbound traffic lanes and the SR 60 Freeway ROW line. Traction power substations (TPSS), track crossovers, emergency generators, and other ancillary facilities that provide power and help to



operate the LRT would also be constructed along the route. The SR 60 LRT Alternative also includes all No Build Alternative transit and roadway improvements and TSM Alternative bus services, with the exception of the Pomona Freeway Flyer.



Source: Metro; CDM, 2011

Figure 2-3. SR 60 LRT Alternative

An "SR 60 North Side Design Variation" is being analyzed to address concerns raised by the U.S. Environmental Protection Agency about potential impacts to the former Operating Industries, Inc. landfill site south of SR 60 in the city of Monterey Park. With this variation, instead of running along the edge of the landfill site on the south side of SR 60, the LRT alignment would transition from the south side to the north side of SR 60 just west of Greenwood Avenue and return to the south side of SR 60 approximately one-quarter mile west of Paramount Boulevard (see Figure 2-3). This design variation would include approximately 3,500 feet of at-grade and aerial alignment on the north side of SR 60, and two new bridges to carry the LRT guideway over SR 60.

Please see Figure 2-2 for TSM enhancements that are also included as part of the Washington Boulevard LRT Alternative (see text for exceptions).

#### 2.3.1 Operating Hours and Frequency

The operating hours and schedules for the SR 60 LRT Alternative would be comparable to the weekday, Saturday and Sunday, and holiday schedules for the existing Metro Gold Line. Trains would operate every day from 4:00 AM to 1:30 AM. On weekdays, trains would operate every five minutes during peak hours, every ten minutes mid-day and until 8:00 PM, and every 15 minutes in the early morning and



after 8:00 PM. On weekends, trains would operate every ten minutes from 9:00 AM to 6:30 PM, every 15 minutes from 6:30 PM to 7:30 PM and from 7:00 AM to 9:00 AM, and every 20 minutes in the early morning and after 7:30 PM.

#### 2.3.2 Proposed Stations

The SR 60 LRT Alternative has four aerial, center platform stations designed with bus and parking facilities to intercept vehicular and bus travel operating within the east-west freeway corridor and circulating in a north-south direction crossing the freeway. All of the station areas would require property acquisition to accommodate stations and related facilities, including park and ride structures, and all have the potential for Transit Oriented Development (TOD). The proposed station locations and estimated parking spaces provided at each station would be as follows:

- Garfield Avenue East of Garfield Avenue along Via Campo in the city of Montebello, approximately 344 parking spaces.
- Shops at Montebello On the west side of the Shops at Montebello, approximately
   417 parking spaces.
- Santa Anita Avenue East of Santa Anita Avenue in the city of South El Monte, approximately 692 parking spaces.
- Peck Road East of Peck Road in the city of South El Monte, approximately 1,983 parking spaces.

#### 2.3.3 Maintenance Yard

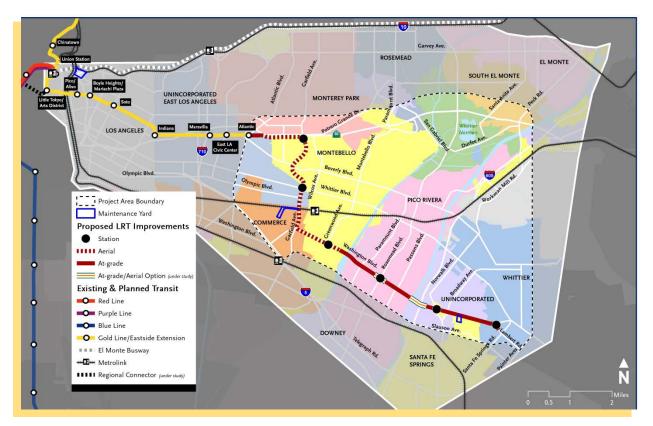
Under the SR 60 LRT Alternative, one potential site (referred to as the Mission Junction Yard Option to distinguish it from the additional options identified for the Washington Boulevard LRT Alternative) has been preliminarily identified for the location of a new maintenance yard. The site is approximately 11 acres in size and is adjacent to the existing Mission Junction rail facility, generally bounded by I-5 to the east, I-10 to the south, the Los Angeles River to the west, and the Union Pacific rail line to the north. This industrial area is zoned for railroads and maintenance yard facilities. The proposed maintenance yard, located on the north side of Mission Road, would be operated in conjunction with the existing Division 10 bus maintenance yard located on the south side of Mission Road, adjacent to the proposed maintenance yard site. The proposed maintenance yard would accommodate daily maintenance, inspection and repairs, and storage of the light rail vehicles (LRVs). In addition to the proposed maintenance yard and the existing Division 10 bus maintenance yard, Metro may also consider modifying existing facilities to accommodate the additional capacity required to maintain the project's vehicles or using a proposed maintenance yard in Monrovia that is currently being studied as part of the extension of the Metro Gold Line to Montclair.

# 2.4 Washington Boulevard LRT Alternative

The Washington Boulevard LRT Alternative would extend the Metro Gold Line Eastside Extension, a dedicated, dual track LRT system with overhead catenary wiring, approximately 9.5 miles east to the city of Whittier at Lambert Road. This alternative is proposed to operate in an aerial configuration with columns located in the roadway median or sidewalks, as well as in an at-grade configuration where the street widths are sufficient to accommodate the alignment and potential stations. Figure 2-4 displays



the Washington Boulevard LRT Alternative. The proposed alignment runs at-grade east from the Metro Gold Line Eastside Extension Atlantic Station in the median of Pomona Boulevard, where it then transitions to aerial operations running in the south side of the SR 60 Freeway ROW until Garfield Avenue. This segment is the same as that described for the SR 60 LRT Alternative. At Garfield Avenue, the Washington Boulevard LRT Alternative turns south in an aerial configuration to operate above Garfield Avenue. The aerial structure continues south on Garfield Avenue and then turns southeast along Washington Boulevard. The aerial structure is supported at various locations either by columns straddling both sides of the street or by single columns. At Montebello Boulevard along Washington Boulevard, the alignment transitions to a street running configuration within the center of Washington Boulevard to a terminus station located south of Washington Boulevard just west of Lambert Road, with tail tracks for storage extending south and adjacent to Lambert Road. The street running segment is a dedicated trackway located in the center of Washington Boulevard with only signalized intersections allowing for cross traffic. Partial signal priority would be provided to the LRT at signalized intersections. In addition, TPSS, track crossovers, emergency generators, and other ancillary facilities would be located along the alignment.



Source: Metro; CDM, 2011

Figure 2-4. Washington Boulevard LRT Alternative

Please see Figure 2-2 for TSM enhancements that are also included as part of the Washington Boulevard LRT Alternative (see text for exceptions).



The Washington Boulevard LRT Alternative also includes all No Build Alternative transit and roadway improvements and TSM Alternative bus services, with the following exceptions:

- The Pomona Freeway Flyer would operate from the Garfield Avenue station (instead of the Atlantic Station) to Crossroads Parkway near SR 60.
- Metro Rapid Route 720 would be extended to the Garfield Avenue station, to provide connectivity.
- Montebello Bus Lines Route 50 Rapid service would operate between downtown Los Angeles and the Greenwood Avenue station only, as it would duplicate LRT service on Washington Boulevard east of Greenwood Avenue.

Two design variations are being considered for the Washington Boulevard LRT Alternative. The first design variation, the Rosemead Boulevard aerial crossing, would include a grade separation at Rosemead Boulevard. In this variation, the LRT would operate in an aerial configuration in the vicinity of Rosemead Boulevard. The second design variation, the San Gabriel River/I-605 aerial crossing, would include an aerial crossing of the San Gabriel River and I-605 and a grade separation at Pioneer Boulevard. In this variation, the LRT would operate on an aerial structure just south of Washington Boulevard across the San Gabriel River and then return to the median of Washington Boulevard, still in an aerial configuration, over I-605 and Pioneer Boulevard.

The operating hours and service frequency for the Washington Boulevard LRT Alternative would be the same as described for the SR 60 LRT Alternative.

# 2.4.1 Proposed Stations

The Washington Boulevard LRT Alternative has six stations located to serve the communities through which this alternative runs. Property acquisition at all stations is necessary to accommodate stations, access, and related facilities, including park and ride structures. All of the proposed stations, with the exception of the Whittier Boulevard station, include a park and ride facility. The proposed station locations and estimated parking spaces provided at each would be as follows:

- Garfield Avenue Aerial, center platform station located on the southeast corner of Garfield Avenue and Via Campo in the city of Montebello, approximately 523 parking spaces.
- Whittier Boulevard Aerial, side platform station located in the median of Garfield Avenue just north of Whittier Boulevard in unincorporated East Los Angeles, no parking facility.
- Greenwood Avenue Aerial, side platform station located in the median of Washington Boulevard east of Greenwood Avenue in the city of Montebello, approximately 151 parking spaces.

Rosemead Boulevard – With the Rosemead Boulevard at-grade crossing, this would be an at-grade, center platform station located in the center of Washington Boulevard west of Rosemead Boulevard in the city of Pico Rivera, approximately 353 parking spaces. If the Rosemead Boulevard aerial crossing design variation is selected, this station would be an aerial, center platform station.



- Norwalk Boulevard At-grade, center platform station located in the median of Washington Boulevard east of Norwalk Boulevard in the city of Santa Fe Springs, approximately 667 parking spaces.
- Lambert Road At-grade, center platform station located south of Washington Boulevard west of Lambert Road in the city of Whittier, approximately 1,008 parking spaces.

#### 2.4.2 Maintenance Yard

Under the Washington Boulevard LRT Alternative, three potential sites have been preliminarily identified for the location of a new maintenance yard:

- Mission Junction Yard Option The first site is adjacent to the existing Mission Junction rail facility, as described above under the SR 60 LRT Alternative.
- Commerce Yard Option The second potential site, approximately 12 acres in size, is proposed to be within the city of Commerce, located west of Garfield Avenue in Southern California Edison's (SCE) transmission line corridor. The parcel is designated for electrical power facility use and is situated within the San Antonio Rancho known as the Walter L. Vail's 2,000 Acre Tract. Since the LRT tracks would be in an aerial configuration above Garfield Avenue, the lead tracks to the maintenance yard would transition from aerial to at-grade within the southern portion of the Union Pacific Railroad (UPRR) ROW, approximately 1,600 feet away from the mainline on Garfield Avenue. The main entrance to the facility would be off Corvette Street at the southern portion of the site, just west of Saybrook Avenue.
- Santa Fe Springs Yard Option The third potential site, approximately nine acres in size, is located within the city of Santa Fe Springs immediately south of Washington Boulevard and east of Allport Avenue. It is currently occupied by automobile repair and light industrial uses. The lead tracks to the yard would cross the eastbound lanes of Washington Boulevard at-grade.



# 3.0 METHODOLOGY FOR IMPACT EVALUATION

This section describes the regulatory framework, methodology, and assumptions for the analysis of potential use of protected properties under Section 4(f).

## 3.1 Regulatory Framework

The proposed project described in this memorandum may receive Federal funding through the Federal Transit Administration and may have a "use" of property protected by Section 4(f) as defined in 23 CFR 774.17. Therefore, documentation of compliance with Section 4(f) is required. Section 4(f) protects the following properties of national, state, or local significance:

- Publicly owned, publicly accessible parklands and recreational lands;
- Public wildlife/waterfowl refuges, regardless of public access; and
- Historic sites, regardless of public or private ownership.

If parks, recreational areas, or refuges are determined not to be properties of national, state, or local significance by the official(s) with jurisdiction, and after review by FTA for reasonableness, then Section 4(f) protection generally does not apply. Absent a determination from the official with jurisdiction regarding the significance of these properties, FTA assumes that they are significant properties and applies the requirements of Section 4(f). Historic sites, listed on, or eligible for listing on, the National Register of Historic Places (NRHP) are significant properties for Section 4(f) purposes.

Section 4(f) specifies that FTA may only approve a transportation project that requires the use of land from applicable properties as described above if:

- There is no prudent and feasible alternative to the use of that land and all possible planning to minimize harm due to the use has been included as part of the proposed project; or
- FTA determines that the use of the property, including any measure(s) to minimize harm, will have a de minimis impact on the property as defined in 23 CFR 774.17.

## 3.1.1 Section 4(f) "Use" Definitions

As defined in 23 CFR 774.17, the "use" of a protected Section 4(f) property occurs when any of the following conditions are met:

Direct Use – A direct use of a Section 4(f) property occurs when property is permanently incorporated into a proposed transportation project. This may occur as a result of partial or full acquisition of a fee simple interest, permanent easement, or temporary easement that exceeds regulatory limits.

Temporary Use – A temporary use of a Section 4(f) property occurs when there is a temporary occupancy of property that is considered adverse in terms of the preservation purposes of the Section 4(f) statute. A temporary occupancy of property does not constitute a use of a Section 4(f) resource when all of the following conditions are satisfied:



- Duration is less than the time needed for construction of the project and there is no change in ownership of the land;
- The nature and magnitude of the changes to the Section 4(f) property are minimal;
- There are no anticipated permanent adverse physical impacts, nor is there interference with the protected activities, features, or attributes of the property on either a temporary or permanent basis;
- The land being used will be fully returned to a condition at least as good as that which existed prior to the project; and
- There is a documented agreement of the official(s) with jurisdiction over the Section 4(f) resource regarding the above conditions.

Constructive Use – A constructive use of a Section 4(f) property occurs when a transportation project does not incorporate land from the resource, but the proximity of the project results in impacts so severe that the protected activities, features, or attributes that qualify the resource for protection under Section 4(f) are substantially impaired (23 CFR 774.15) (emphasis added).

Furthermore, 23 CFR 774.17 identifies the following situations where the FTA has determined that a constructive use occurs:

- The projected noise level increase attributable to the project substantially interferes with the use and enjoyment of a noise-sensitive facility of a property protected by Section 4(f), such as:
  - Hearing the performances at an outdoor amphitheater;
  - Sleeping in the sleeping area of a campground;
  - Enjoyment of a historic site where a quiet setting is a generally recognized feature or attribute of the site's significance;
  - Enjoyment of an urban park where serenity and quiet are significant attributes; or
  - Viewing wildlife in an area of a wildlife and waterfowl refuge intended for such viewing.
- The proximity of the proposed project substantially impairs aesthetic features or attributes of a property protected by Section 4(f), where such features or attributes are considered important contributing elements to the value of the property. Examples of substantial impairment to visual or aesthetic qualities would be the location of a proposed transportation facility in such proximity that it obstructs or eliminates the primary views of an architecturally significant historical building, or substantially detracts from the setting of a Section 4(f) property which derives its value in substantial part due to its setting;
- The project results in a restriction of access which substantially diminishes the utility of a significant publicly-owned park, recreation area, or historic site;



- The vibration impact from construction or operation of the project substantially impairs the use of a Section 4(f) property, such as projected vibration levels that are great enough to physically damage a historic building or substantially diminish the utility of the building, unless the damage is repaired and fully restored consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties, i.e., the integrity of the contributing features must be returned to a condition which is substantially similar to that which existed prior to the project; or
- The ecological intrusion of the project substantially diminishes the value of wildlife habitat in a wildlife and waterfowl refuge adjacent to the project, substantially interferes with access to a wildlife and waterfowl refuge when such access is necessary for established wildlife migration or critical life cycle processes, or substantially reduces the wildlife use of a wildlife and waterfowl refuge.

The regulation also defines that a constructive use does not occur when:

- Compliance with the requirements of 36 CFR 800.5 for proximity impacts of the proposed action, on a site listed on or eligible for the National Register, results in an agreement of "no historic properties affected" or "no adverse effect";
- The impact of projected traffic noise levels of the proposed highway project on a noise- sensitive activity do not exceed the Federal Highway Administration (FHWA) noise abatement criteria, or the projected operational noise levels of the proposed transit project do not exceed the noise impact criteria for a Section 4(f) activity in the FTA guidelines for transit noise and vibration impact assessment;
- The projected noise levels exceed the relevant threshold because of high existing noise, but the
  increase in the projected noise levels if the proposed project is constructed, when compared
  with the projected noise levels if the project is not built, is barely perceptible
  (3 A-weighteddecibels (dBA) or less);
- There are proximity impacts on a Section 4(f) property, but a governmental agency's ROW acquisition or adoption of project location, or FTA's approval of a final environmental document, established the location for the proposed transportation project before the designation, establishment, or change in the significance of the property. However, if it is reasonably foreseeable that a property would qualify as eligible for the National Register prior to the start of construction, then the property should be treated as a historic site for the purposes of Section 4(f) evaluation;
- Overall (combined) proximity impacts caused by a proposed project do not substantially impair the activities, features, or attributes that qualify a property for protection under Section 4(f);
- Proximity impacts will be mitigated to a condition equivalent to, or better than, that which
  would occur if the project were not built, as determined after consultation with the official(s)
  with jurisdiction;



- Changes in accessibility will not substantially diminish the utilization of the Section 4(f) property; or
- Vibration levels from project construction activities are mitigated, through advanced planning and monitoring of the activities, to levels that do not cause a substantial impairment of protected activities, features, or attributes of the Section 4(f) property.

As discussed in Section 3.1.2, a de minimis finding can be made for uses that do not adversely affect the activities, features, or attributes that make the property eligible for Section 4(f) protection.

#### 3.1.2 De Minimis Impacts

The requirements of Section 4(f) are satisfied with respect to a Section 4(f) resource if it is determined by the FTA that a transportation project would have only a "de minimis impact" on the Section 4(f) resource. The provision allows avoidance, minimization, mitigation, and enhancement measures to be considered in making the de minimis determination. The official(s) with jurisdiction over the resource must be notified of the Agency's determination. 23 CFR 774.17 defines a de minimis impact as follows:

- For parks, recreation areas, and wildlife/waterfowl refuges, a de minimis impact is one that would not adversely affect the features, attributes, or activities qualifying the property for protection under Section 4(f), and the official with jurisdiction has concurred with this determination after there has been a chance for public review and comment.
- For historic sites, de minimis impact means that the FTA has determined, in accordance with 36 CFR part 800, that either no historic property is affected by the project, or the project would have "no adverse effect" on the property in question. The official with jurisdiction must be notified that the FTA intends to make a de minimis finding based on their concurrence with the "no adverse effect" determination under 36 CFR 800. This is usually done in the effect determination letter send to the official with jurisdiction for their concurrence.

#### 3.1.3 Identification of Avoidance Alternatives

A feasible and prudent avoidance alternative, as defined in 23 CFR 774.17, avoids using the Section 4(f) property and does not cause other severe problems of a magnitude that substantially outweighs the importance of protecting the Section 4(f) property. An alternative is not feasible if it cannot be built as a matter of sound engineering judgment. An alternative is not prudent if it results in any of the following:

Compromising the project to a degree that is unreasonable for proceeding with the project in light of its stated purpose and need;

- Unacceptable safety or operational problems;
- After reasonable mitigation, severe social, economic, or environmental impacts; severe disruption to established communities; severe disproportionate impacts on minority or low-income populations; or severe impacts on environmental resources protected under other federal statutes:



- Additional construction, maintenance, or operational costs of an extraordinary magnitude;
- Other unique problems or unusual factors; or
- Multiple factors that, while individually minor, cumulatively cause unique problems or impacts of extraordinary magnitude.

If there is no prudent and feasible alternative, the project must include all possible planning to minimize harm to the site, which includes all reasonable measures to minimize harm or mitigate impacts (49 U.S.C. 303(c)(2)). In evaluating the reasonableness of measures to minimize harm, FTA will consider the following as defined in 23 CFR 774.17:

- The preservation purpose of the statute;
- The views of the official(s) with jurisdiction over the Section 4(f) property;
- The cost of the measures is a reasonable public expenditure in light of the adverse impacts of the project on the Section 4(f) property and the benefits of the measure to the property; and
- Impacts or benefits of the measures to communities or environmental resources outside of the Section 4(f) property.

If there is no feasible and prudent avoidance alternative, FTA must select the project alternative that causes the least overall harm in light of the statute's preservation purpose. The least overall harm is determined by balancing the following factors as outlined in 23 CFR 774.3(2)(c):

- The ability to mitigate adverse impacts to each Section 4(f) property (including any measures that result in benefits to the property);
- The relative severity of the remaining harm, after mitigation, to the protected activities, attributes, or features that qualify each Section 4(f) property for protection;
- The relative significance of each Section 4(f) property;
- The views of the official(s) with jurisdiction over each Section 4(f) property;
- The degree to which each alternative meets the purpose and need for the project;
- After reasonable mitigation, the magnitude of any adverse impacts to resources not protected by Section 4(f); and
- Substantial differences in costs among the alternatives.

# 3.2 Area of Potential Effects/Area of Potential Impact

Section 4(f) protects two categories of resources:

Historic sites; and



Publicly-owned parks, recreation areas, wildlife refuges, and waterfowl refuges.

These two types of resources are evaluated separately in this technical memorandum, using two distinctive sets of criteria. For the Section 4(f) evaluation, the area of potential effect (APE) was derived from the Cultural Resources Technical Memorandum and the area of potential impact was derived from the Parklands and Other Community Facilities Technical Memorandum as described in the following sections.

#### 3.2.1 Historic Properties

As defined in 36 CFR 800.16(d), an APE is "the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The APE is influenced by the scale and nature of an undertaking and may be different for different kinds of effects cause by the undertaking." A map of the APE is provided in the Cultural Resources Technical Memorandum.

#### 3.2.2 Parks, Recreation Areas, and Refuges

For parks, recreation areas, and refuges, the area considered for potential impacts extends 350 feet from either side of the proposed project alignments, stations, park and ride lots, potential maintenance facility locations, and sites associated with construction. This radius is consistent with previous and concurrent environmental analyses for Metro projects, and methods have been modified as needed to fit the setting of the Eastside Extension Phase 2 Project. Other Metro projects have used radii up to one-half mile for parklands and other community facilities analyses in circumstances where the proposed infrastructure could generate impacts at such a distance. For an at-grade and elevated light rail project such as the Metro Eastside Extension Phase 2, a 350-foot radius is sufficiently conservative to include resources that could be affected directly through acquisition of physical property, or indirectly through other physical impacts under both construction and operation that could constitute constructive use under Section 4(f).

# 3.3 Methodology

This technical memorandum relies on the data and conclusions from the Cultural Resources Technical Memorandum and the Parklands and Other Community Facilities Technical Memorandum to support the Section 4(f) analysis. The evaluation of resources is also heavily based on the FHWA Section 4(f) Policy Paper issued by FHWA and adopted by FTA, and the American Association of State Highway and Transportation Officials (AASHTO) Practitioner's Handbook.

#### 3.3.1 Historic Properties

A comprehensive program of archival research was undertaken for all properties within the APE. This study phase consisted of the review of existing materials which relate to historic and prehistoric resources within the project area. Reports, records, maps, and documents at various institutions, libraries, federal, state, and local agencies and archives were examined. Archaeologists, historians, and architectural historians who meet the Secretary of the Interior's Professional Qualification Standards (36 CFR Part 61; 48 Federal Regulation [FR] 44716) and are familiar with project area resources and research considerations performed the research.

Research for historic properties emphasized the review of existing historic properties inventories, including the National Register of Historic Places (NRHP), state and local listings, State Historic



Preservation Officer (SHPO) files, and documents at the South Central Coastal Information Center located at California State University, Fullerton. This research also covered any designated landmarks which have city, county, state, or federal recognition. Previous surveys, which evaluated resources according to NRHP and California Register of Historical Resources (CRHR) criteria, were consulted.

A background research survey was undertaken to identify previously documented historic and architectural resources within and near the APE and to help establish a context for resource significance. National, state, and local inventories of architectural/historic resources were examined in order to identify significant local historical events and personages, development patterns, and unique interpretations of architectural styles. The following inventories and sources were consulted:

- The NRHP Information System;
- CRHR;
- California Office of Historic Preservation Historical Resources Inventory System;
- California Historical Landmarks;
- California Points of Historical Interest; and
- City of Whittier Historic Landmarks and Districts.

For the purposes of the Section 4(f) Evaluation, properties within the APE listed on the NRHP or deemed eligible for listing were evaluated for potential use under the criteria presented in Section 3.1.

If archaeological resources are encountered inadvertently during construction, determined to be eligible for the NRHP, and warrant preservation in place, FTA will prepare separate Section 4(f) evaluations for such resources according to Section 774.9(f): "In such cases, the Section 4(f) process will be expedited, and any required evaluation of feasible and prudent avoidance alternatives will account for the level of investment already made. The review process, including the consultation with other agencies, will be shortened as appropriate."

#### 3.3.2 Parks, Recreation Areas, and Refuges

The Section 4(f) analysis for parks, recreation areas, and refuges identified the locations of these properties within the project area and overlaid the sites on the transit alternatives. The first step undertaken was to identify properties within the area of potential impact specified above. These sites were identified from existing sources, including planning documents such as General Plans for the cities through which the proposed alignments pass and the county of Los Angeles. Other sources consulted include various internet sites for federal, state, and local agencies, map and satellite imagery of the area of potential impact, as well as field investigations.

The environmental analysis includes potential short-term and long-term impacts on Section 4(f) resources associated with construction and operation of the proposed project. The analysis in Section 5.0 addresses potential uses based on proposed acquisitions and potential effects of operations.



# 4.0 AFFECTED ENVIRONMENT

This section describes the existing potential Section 4(f) properties located within the project area. For the purposes of evaluating historic properties, all sites within the APE determined in the Cultural Resources Technical Memorandum to be eligible for Section 106 consideration were examined. For the purposes of evaluating parks, recreation areas, and refuges, all sites located within 350 feet of the proposed build alternatives were considered. The Eastside Transit Corridor Phase 2 project area contains many historic sites, several parks and recreation areas, and one wildlife refuge. The analysis in the Cultural Resources Technical Memorandum and the Parklands and Other Community Facilities Technical Memorandum was used for the purposes of this Section 4(f) evaluation.

## 4.1 Historic Properties

Of the historic properties examined in the Cultural Resources Technical Memorandum, those in Table 4-1 were identified within the APE as listed or potentially eligible for listing on the NRHP and would possibly be used by the Eastside Transit Corridor Phase 2 alternatives and protected by Section 4(f).

Table 4-1. Historic Properties Protected by Section 4(f)

| Tuble 1 1. Thistorie Properties Protected by Section 1(1) |                                   |                          |  |
|---|-----------------------------------|--------------------------|--|
| Property  | City                              | Alternative (s)          |  |
| Helms Bakery Distribution Plant                           | East Los Angeles (unincorporated) | SR 60 LRT and Washington |  |
| Cantwell-Sacred Heart of Mary High School                 | Montebello                        | Washington Boulevard LRT |  |
| Former Rod's Grill  | Montebello                        | Washington Boulevard LRT |  |
| Montebello Park Historic District                         | Montebello                        | Washington Boulevard LRT |  |
| Pacific Metals Company                                    | Commerce                          | Washington Boulevard LRT |  |
| Goodyear Tire and Rubber Company                          | Commerce                          | Washington Boulevard LRT |  |
| Greenwood Elementary School                               | Montebello                        | Washington Boulevard LRT |  |
| South Montebello Irrigation District Building             | Montebello                        | Washington Boulevard LRT |  |
| Kelly House   | Montebello                        | Washington Boulevard LRT |  |
| Site of the Battle of Rio San Gabriel                     | Montebello and Pico Rivera        | Washington Boulevard LRT |  |
| Dal Rae Restaurant  | Pico Rivera                       | Washington Boulevard LRT |  |
| Cliff May-designed Ranch House                            | Pico Rivera                       | Washington Boulevard LRT |  |
| Steak Corral Restaurant                                   | West Whittier/Los Nietos          | Washington Boulevard LRT |  |
| Rheem Laboratory  | Whittier                          | Washington Boulevard LRT |  |



These sites are also shown in Figure 4-1. These sites were examined for potential use through property takings, proximity to the proposed transportation facilities, or physical alteration. Further details about the potential effects on these sites are discussed in Section 5.0. Additional information on the eligibility of the resources and a detailed discussion of project effects is included in the Cultural Resources Technical Memorandum.

# 4.2 Parks, Recreation Areas, and Refuges

The public parks, recreation areas, and wildlife refuges within 350 feet of the proposed Eastside Transit Corridor Phase 2 build alternative alignments are shown in Table 4-2.

Table 4-2. Parks, Recreation Areas, and Refuges Protected by Section 4(f)

| Property  | City  | Alternative (s)                           |
|---|---|---|
| Montebello Country Club and<br>Bicknell Park            | Montebello  | SR 60 LRT and Washington<br>Boulevard LRT |
| Bike Path along Rio Hondo                               | Whittier Narrows (unincorporated),<br>Montebello, Pico Rivera             | SR 60 LRT and Washington<br>Boulevard LRT |
| Whittier Narrows Recreation<br>Area and Wildlife Refuge | Whittier Narrows (unincorporated)   | SR 60 LRT                                 |
| Bike Path along the San Gabriel River                   | South El Monte, Pico Rivera, West<br>Whittier/Los Nietos (unincorporated) | SR 60 LRT and Washington<br>Boulevard LRT |
| Ashiya Park   | Montebello  | Washington Boulevard LRT                  |
| Chet Holifield Park                                     | Montebello  | Washington Boulevard LRT                  |
| Rio Hondo Spreading Grounds                             | Montebello, Pico Rivera   | Washington Boulevard LRT                  |
| San Gabriel River Spreading<br>Grounds                  | Pico Rivera, West Whittier/Los<br>Nietos (unincorporated)                 | Washington Boulevard LRT                  |

These sites are also shown in Figure 4-1. These sites were examined for potential effects through property takings, proximity to the proposed transportation facilities, or physical alteration. Further details about the potential effects on these sites are discussed in Section 5.0. Additional information on the eligibility of the resources and a detailed discussion of project effects is included in the Parklands and Other Community Facilities Technical Memorandum.



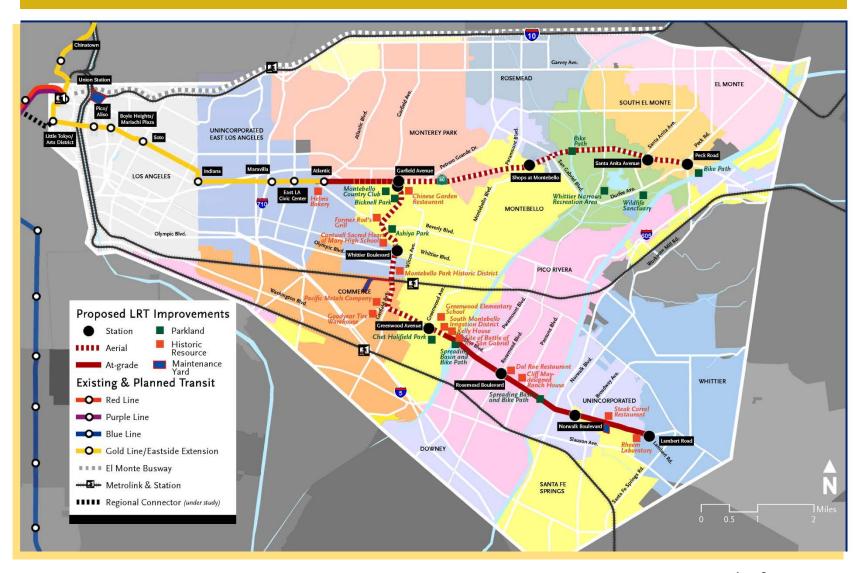


Figure 4-1. Project Area and 4(f) Resources



# 5.0 USE OF SECTION 4(F) PROPERTIES

This section details the Section 4(f) analysis for each of the Eastside Transit Corridor Phase 2 alternatives.

#### 5.1 No Build Alternative

The No Build Alternative would not involve any new construction in the project area beyond what is already identified in the constrained portion of Metro's LRTP. No new construction or major modifications of existing transit service would occur.

The No Build Alternative would not require construction as part of the Eastside Transit Corridor Phase 2 Project. As such, it would not result in the use of any properties protected under Section 4(f).

# 5.2 Transportation System Management (TSM) Alternative

The TSM Alternative would include the provisions of the No Build Alternative, and would add enhanced bus service to the project area along major streets. Minor construction of bus stop shelters and benches would occur at key stops along the routes, and some additional embedded wiring in the street may be needed to provide new bus routes with traffic signal priority.

The TSM Alternative would not require construction of major infrastructure, or any infrastructure outside of the existing public street ROW as part of the Eastside Transit Corridor Phase 2 Project. As such, it would not result in the use of any properties protected under Section 4(f).

# 5.3 State Route 60 (SR 60) Light Rail Transit (LRT) Alternative

As described in Section 2.3, the SR 60 LRT Alternative would extend the Metro Gold Line from its existing Atlantic Station terminus in East Los Angeles approximately 6.9 miles eastward to Peck Road in South El Monte. Starting from Atlantic Station, the alignment would run at-grade in the median of Pomona Boulevard until Hillview Avenue, where it would begin to transition to an elevated structure before running along the south side of the SR 60 ROW to Peck Road. New elevated stations would be constructed at Garfield Avenue, the Shops at Montebello, Santa Anita Avenue, and Peck Road. All stations would include bus interface facilities and park and ride lots. Most of the bus service improvements proposed as part of the TSM Alternative would be implemented as part of the SR 60 LRT Alternative. All Section 4(f) findings for the SR 60 LRT Alternative would be the same regardless of whether the SR 60 North Side Design Variation is implemented.

#### 5.3.1 Historic Properties

Helms Bakery Distribution Plant in unincorporated East Los Angeles is the only Section 4(f) eligible historic property located within the APE for the SR 60 LRT Alternative. There would be no use of this property because the proposed Metro rail alignment for the SR 60 LRT Alternative would be nearly 300 feet from the building. There would be no project-related activities that could destroy, damage, relocate, or alter the building or its setting. The line would run in an at-grade configuration, and the proposed project would not change the character of the setting. The property is eligible for the NRHP under Criterion A for its association with the history of industry in the Southern California region.



More information about the NRHP and CRHR eligibility criteria is provided in the Cultural Resources Technical Memorandum. Historically, the building housed an industrial use. Currently, it is used for automobile repair and service, and the proposed project would not change its use. Due to the distance from the Metro rail alignment to the building, the immediate surroundings would not be altered. The proposed project would not result in a use or constructive use under Section 4(f).

#### 5.3.2 Parks, Recreation Areas, and Refuges

The parks, recreational areas, and wildlife refuges within the area of potential impact for the proposed SR 60 LRT Alternative are:

- Montebello Country Club and Bicknell Park;
- Whittier Narrows Recreation Area (includes a wildlife refuge and the bike path along Rio Hondo); and
- Bike Path along the San Gabriel River.

#### 5.3.2.1 Montebello Country Club and Bicknell Park

Montebello Country Club and Bicknell Park are located across Via Campo from the proposed SR 60 LRT Alternative elevated structure in the southern portion of the SR 60 ROW. Montebello Country Club is a public golf course operated by the city of Montebello. The golf course and the adjacent Bicknell Park function together as a single contiguous park. On the north side of the park, the elevated structure would be located across Via Campo in the southern portion of the SR 60 ROW.

As noted in the Noise and Vibration, Visual and Aesthetic, and Displacement and Relocation Technical Memoranda, no adverse physical impacts or alterations would occur in the park or golf course areas. The construction of bents along Garfield Avenue would require removal of some trees in the street ROW fronting Bicknell Park, and possibly some trees in the park. It is not anticipated that the bents would encroach into Bicknell Park, the tree removal and design of bents will be further refined during final design. Bent supports would be located outside of the park property, but may overhang the park property by a few feet. Additional adjacent trees located in the park would still provide a visual screen that would obscure any views of the freeway and the new light rail infrastructure. This impact would affect Montebello Country Club to a lesser extent, since the golf area is farther from the trees than Bicknell Park. The loss of the trees and the construction of the bents would not adversely affect the protected features, attributes or activities qualifying the park for protection under Section 4(f). The potential use of Bicknell Park and the Montebello Country Club would be considered de minimis. A de minimis finding would need to be made by FTA in conjunction with the city of Montebello.

# 5.3.2.2 Whittier Narrows Recreation Area (including Whittier Narrows Wildlife Sanctuary and Rio Hondo Bike Path)

The LRT elevated structure would run through the Whittier Narrows Recreation Area entirely within the SR 60 ROW. The new LRT elevated structure would pass above the bike path along Rio Hondo as part of the SR 60 LRT Alternative. The park and ride lot for the Peck Road station would be built within 350 feet of the Whittier Narrows Wildlife Sanctuary, on the site of two existing gas stations, a motel, and an abandoned restaurant building. Potential Section 4(f) effects on the recreation area's bike path, lake, and wildlife sanctuary are discussed separately in the following sections.



#### 5.3.2.2.1 Bike Path Along Rio Hondo

Construction of the LRT elevated structure above the bike path could constitute a temporary occupancy under Section 4(f). If the bicycle path is temporarily re-routed around the construction area such that it remains open at all times, and is restored to its original condition and location after construction, this temporary occupancy would not rise to the level of use (23 CFR 774.13(d)). Viaduct construction may require temporary closure of the bike path along Rio Hondo, though this effect could be mitigated by temporary re-routing of the bike path around the construction area to allow it to remain open continuously. Once completed, the new viaduct would cast additional shadow on the bike path. Since the viaduct would be immediately adjacent to the existing SR 60 overpass, it would be a comparatively minor extension of the already-shaded area. This slight additional shadow would not substantially impair features that qualify this resource for protection and would not constitute a constructive use. This finding would need to be made by FTA in conjunction with the United States Army Corps of Engineers (USACE), the State of California Department of Transportation (Caltrans), and the Los Angeles County Department of Parks and Recreation since all three agencies have jurisdiction in this area.

#### 5.3.2.2.2 Legg Lake

East of Rosemead Boulevard, recreational areas are primarily associated with Legg Lake and the surrounding paths, picnic area, and expanses of grass and trees. These areas are separated from the SR 60 ROW and proposed LRT elevated structure by a parking lot and a row of trees. Temporary construction access through the parking lot during hours when the park is normally closed may be needed, though most access would occur from the SR 60 Freeway. Such access would be a temporary occupancy that is so minimal as to not constitute a use under Section 4(f) (23 CFR 774.13(d)).

The Whittier Narrows Recreation Area has an abundance of trees. The LRT alignment would be adjacent to a parking lot, and both the parking lot and recreational areas of the park contain trees that would shield the LRT facilities from view. Since the LRT alignment would be mostly shielded from the recreational areas of the park by the trees, views from the park would not be substantially impaired, per the analysis performed in the Visual and Aesthetic Impacts Technical Memorandum, and no significant increase in noise beyond the existing freeway noise is anticipated. Therefore, the LRT operation would not substantially impair the protected activities, features, or attributes of the park. Temporary tree removal may be needed to allow construction equipment to move between the trees, though trees within the park area would be replaced once the need for construction access has ended. This would constitute an adverse change. However, if the duration of tree removal is brief, tree trimming is minimal, and the trees are replaced once activities have finished, this use could qualify as a de minimis impact). The extent of tree removal and trimming will be confirmed during the preliminary engineering phase of the project, and could be the deciding factor of whether the de minimis impact criteria are met. This finding would need to be made by FTA in conjunction with the USACE and the Los Angeles County Department of Parks and Recreation.

#### 5.3.2.2.3 Whittier Narrows Wildlife Sanctuary

The Whittier Narrows Wildlife Sanctuary, anchored by the Whittier Narrows Nature Center, occupies a portion of the Whittier Narrows Recreation Area south of Durfee Avenue. A small portion of the area borders Peck Road, within 350 feet of the proposed park and ride lot for the Peck Road station. The park and ride lot would be built on the site of an existing motel, two existing gas stations, and an



abandoned restaurant building. The conversion of these buildings to a park and ride lot would not have any impact on the wildlife sanctuary, and no use under Section 4(f) would occur.

#### 5.3.2.3 Bike Path Along the San Gabriel River

The new LRT elevated structure would end just west of the bike path along the San Gabriel River in South El Monte. The bike path is located less than five feet from the proposed terminus of the tail tracks, just east of the station at Peck Road. Viaduct construction would not require closure or re-routing of the bike path, and shading impacts would not occur since the viaduct would not cross the bike path. The viaduct would not encroach upon the bike path or limit its use as a recreational or transportation facility. No use under Section 4(f) would occur.

# 5.4 Washington Boulevard LRT Alternative

As described in Section 2.4, the Washington Boulevard LRT Alternative would extend the Metro Gold Line from its current Atlantic Station terminus in East Los Angeles approximately 9.5 miles southeast to Whittier. Starting from Atlantic Station, the alignment would run eastward at-grade in the median of Pomona Boulevard until Hillview Avenue, where it would transition to an elevated structure. The elevated structure would run along the south side of the SR 60 ROW before turning south and running along Garfield Avenue to Washington Boulevard. The alignment would then follow Washington Boulevard east to Montebello Boulevard, where it would transition to an at-grade configuration and continue east along Washington Boulevard toward Whittier. The alignment would turn eastward on Lambert Road immediately before reaching its terminus. Crossings at Rosemead Boulevard and I-605/San Gabriel River may be constructed either at-grade or in an aerial configuration. The potential impacts of these two options would be the same, except where noted. New stations would be constructed along the proposed alignment at Garfield Avenue, Whittier Boulevard, Greenwood Avenue, Rosemead Boulevard, Norwalk Boulevard, and Lambert Road. All stations would have bus interfaces, and all except Whittier Boulevard would have park and ride lots. Most of the bus service improvements proposed as part of the TSM Alternative would be implemented as part of the Washington Boulevard LRT Alternative.

#### 5.4.1 Historic Properties

The analysis below of Section 4(f) historic properties is based, partly, on the information presented in the Cultural Resources Technical Memorandum, which is part of the Appendices of the DEIS, and the consultation with the State Historic Preservation Officer (SHPO) conducted pursuant to Section 106 of the National Historic Preservation Act (NHPA). That consultation was completed with the SHPO concurring in FTA's determination that: (1) there are 14 properties (listed below) that are eligible or are listed in the National Register of Historic Places (NRHP) and are within the Area of Potential Effect (APE), and (2) the project would have no adverse effect to historic properties.

The following Section 4(f) eligible historic properties are located within the APE for the Washington Boulevard LRT Alternative:

- Helms Bakery Distribution Plant;
- Former Rod's Grill;
- Cantwell-Sacred Heart of Mary High School;



- Montebello Park Historic District;
- Pacific Metals Company;
- Goodyear Warehouse;
- Greenwood Elementary School;
- South Montebello Irrigation District;
- Kelly House;
- Site of the Battle of Rio San Gabriel:
- Dal Rae Restaurant;
- Cliff May-designed Ranch House;
- Steak Corral Restaurant; and
- Rheem Laboratory.

#### 5.4.1.1 Helms Bakery Distribution Plant

The Helms Bakery Distribution Plant building is located near the proposed alignment in unincorporated East Los Angeles. There would be no impact on this property because the proposed Metro rail alignment would be nearly 300 feet from the building, the line would run at-grade, and the proposed project would not change the character of the setting. The property is eligible for the NRHP under Criterion A. Historically the building housed an industrial use. Currently, it is used for automobile repair and service. The proposed project would not change the building's historic or current use. Also, because the alignment would be at-grade, it would not introduce a visual element that would diminish the building's integrity, including integrity of association. There would be no noise effects because of the 300-foot distance from the alignment to the building and the presence of intervening buildings, which would block noise from the at-grade tracks. In addition, this former industrial building is not sensitive to noise effects. Therefore, no visual or audible elements would be introduced, and no use of the Helms Bakery Distribution Plant building would occur under Section 4(f).

#### 5.4.1.2 Former Rod's Grill

The proposed elevated structure would result in the placement of a column on the sidewalk near the southeast corner of the former Rod's Grill in Montebello. The restaurant has a large expanse of windows, which, historically, have provided street views of Garfield Avenue. The nearly floor-to-ceiling windows make the flat roof appear to be floating above the building because the structure lacks strong vertical elements.

The property is eligible for the NRHP under Criterion C for architecture. The proposed column would be placed near the southwest corner of the building to maintain the most important views of the architecture. However, less important views from the southeast would be compromised. More



information about the NRHP eligibility criteria is provided in the Cultural Resources Technical Memorandum.

The elevated structure would introduce a major visual element above the adjacent street, however, the building's architectural identity as a roadside coffee shop would continue. Nearly all other physical features within the setting of the building at the corner of Garfield Avenue and Via Acosta would remain unchanged. Historic views from the restaurant to the street would not be blocked by any of the columns, thereby retaining the patrons' traditional view to the street. According to an analysis of operational impacts on visually sensitive resources, the elevated structure would have a less than significant impact on the visual character of the restaurant, no impact with respect to light and glare, and a significant impact with respect to shade and shadow during winter solstice. Despite a seasonal shade and shadow impact by the elevated structure, it would not diminish the integrity of the property's significant historic features.

The noise analysis conducted for this project indicates noise levels would not constitute significant impacts at the former Rod's Grill. Additionally, the vibration analysis indicated that predicted vibration levels would not exceed the FTA frequent impact criteria. In conclusion, the building's use is unlikely to be sensitive to train noise when combined with existing traffic noise and the addition of the visual elements would not diminish those aspects of integrity that best convey the significance of the building. Consequently, no Section 4(f) use of the property would occur.

#### 5.4.1.3 Cantwell-Sacred Heart of Mary High School

Although the proposed LRT elevated structure would be constructed within Garfield Avenue in Montebello, directly in front of Cantwell-Sacred Heart of Mary High School, the structure would have little impact on the use or setting of the school. The school is eligible for the NRHP under Criterion A for its role in educating a largely Hispanic student body. The student body interacts within the school's buildings and the campus setting. The proposed project would be constructed along Garfield Avenue, which would not interfere with student interaction within the school's buildings or the campus setting. Therefore, the ethnic heritage and historic association of the school would remain unaltered.

According to an analysis of operational impacts on visually sensitive resources, the elevated structure would have a significant impact on the visual character due to direct views of the elevated structure from school classrooms and loss of tree landscaping. There would be a less than significant impact with respect to light and glare, and a less than significant impact with respect to shade and shadow. Despite the significant impact to visual character, this impact would not diminish the school's significant historic role in educating a largely Hispanic student body. The high school is a noise- sensitive receptor given its classroom use, but results of the noise analysis conducted for this project indicate that noise levels at the school would not exceed the FTA moderate impact criteria of 67 dBA. Further, the vibration analysis indicates that predicted vibration levels would not exceed the FTA frequent impact criteria of 75 vibration decibels (VdB). Additional detail is provided in the Noise and Vibration Technical Memorandum. Accordingly, no Section 4(f) use would occur.

#### 5.4.1.4 Montebello Park Historic District

An elevated LRT structure is proposed within Garfield Avenue, running north/south through the Montebello Park Historic District in Montebello. The Montebello Park Historic District is a large historic district bounded by Whittier Boulevard to the north, Ferguson Boulevard to the south, Gerhart Avenue to the west, and Vail Avenue to the east.



The neighborhood is eligible for the NRHP under Criterion A as an important example of community planning in the Los Angeles region during the 1920s. It is also eligible for its association with the development of the Eastside and its industrial areas. The character-defining features of the neighborhood include the street layout, parkways, open space, land uses, parcel size, and landscaping. While the LRT elevated structure, which was not part of the original neighborhood plan, would be visible from many of the east/west-oriented streets, the character-defining features of the neighborhood would not be compromised because street widths and building placement would not change. The integrity of the community plan, which gives the neighborhood its historic significance, would remain unaltered because the street layout and basic structure of the neighborhood would not change. In addition, the neighborhood has a canopy of mature trees that would provide an effective screen, thereby shielding the structure from view at most locations in the neighborhood. Therefore, the integrity of location, design, materials, and workmanship would not be diminished by introduction of the structure, and the historic setting would remain largely intact. There would be no change in the historic use of the neighborhood because the addition of an elevated structure would not change the historic function, plan, or layout of the neighborhood.

The integrity of setting, feeling, and association along Garfield Avenue would be affected because of minimal landscaping to shield views of the structure. However, because of the heavily trafficked and commercial character of Garfield Avenue, views along the thoroughfare are less important in conveying the attributes for which the Montebello Park Historic District is significant in historical terms. In addition, because of the mature trees in the neighborhood, the elevated structure would be only minimally visible from most other locations. Given the limited views of the structure from most locations and the screening provided by the large canopy of trees that is found throughout the neighborhood, the structure would have a negligible effect on the integrity of the setting.

When combined with noise from traffic on Garfield Avenue, the effect of noise created by the Metro alignment would be negligible. According to an analysis of operational impacts on visually sensitive resources, the proposed alignment would have a less than significant impact on the neighborhood's visual character, a less than significant impact with respect to light and glare, and a less than significant impact with respect to shade and shadow.

The noise/vibration analysis conducted for this project indicates the predicted noise level of 65 dBA is equal to, but would not exceed, the FTA moderate impact criterion at 20 single-family and 33 multi-family residences in the Montebello Park Historic District, which would result in no adverse effect. Vibration analysis indicates that the predicted vibration level of 72 VdB would equal the FTA annoyance criterion for frequent events of 72 VdB for Category 2 land uses at two residences; however, this frequent impact would not diminish the integrity of the neighborhood's significant historic features that represent community planning. Definitions of land use categories and additional detail about noise and vibration findings are provided in the Noise and Vibration Technical Memorandum.

The integrity of setting, feeling, and association along Garfield Avenue would be affected because of minimal landscaping to shield views of the structure. However, because of the mature trees in the neighborhood, the elevated structure would be only minimally visible from most locations. The structure would not introduce a visual element that would diminish the integrity of historic viewsheds enjoyed from most locations in the neighborhood by residents and passersby. Given the limited views of the structure from most locations and the screening provided by the large canopy of trees that is found throughout the neighborhood, no Section 4(f) use would occur.



#### 5.4.1.5 Pacific Metals Company

The LRT elevated structure, as it transitions from Garfield Avenue to Washington Boulevard, would curve away from the Pacific Metals Company building in Commerce, which is across the street.

The Pacific Metals Company building is eligible for the NRHP under Criterion A for industry and Criterion C for architecture. Since the alignment would curve away from the building, the elevated structure would not introduce a visual element that would diminish any of the seven aspects of integrity. Historic views would not be obstructed, and the architectural setting would be preserved. The building was and still is used for industrial purposes, and this use would not be altered by the Metro alignment. According to an analysis of operational impacts on visually sensitive resources, the alignment would have a less than significant impact on the building's visual character, a less than significant impact with light and glare, and a less than significant impact with respect to shade and shadow. Neither the use nor building would be sensitive to noise effects. Consequently, the proposed project would not introduce visual or audible elements that would diminish historic significance. No Section 4(f) use would occur.

#### 5.4.1.6 Goodyear Warehouse

The Goodyear warehouse is located at the southwest corner of the intersection of Garfield Avenue and Washington Boulevard in Commerce, diagonally opposite to a transitional curve for the proposed alignment. However, the proposed Metro rail alignment would be more than 500 feet from the Goodyear warehouse, and it would not change the historic setting of the building. The property is eligible for the NRHP under Criterion A for its role in the history of industry in the region. The historic use of the building would remain industrial. The considerable distance between the building and the proposed project means that there would be no substantial impairment of the building's setting, and accordingly, no Section 4(f) use would result.

#### 5.4.1.7 Greenwood Elementary School

The Greenwood Elementary School is located on Greenwood Avenue in Montebello, over 350 feet from the proposed elevated Greenwood Avenue station. The school is buffered from the proposed Metro rail alignment by a large parking lot and buildings located on the half-block between the school and Washington Boulevard. The property is eligible for the NRHP under Criterion A for having a significant contribution to the patterns of school building in Southern California during a period of significance, 1947-1948. The historic setting of the building would not change and the historic use of the building would remain a school. The considerable distance between the building and the proposed project means that there would be a negligible effect on the building's setting, and accordingly, no use would occur under Section 4(f).

#### 5.4.1.8 South Montebello Irrigation District

The proposed Greenwood Avenue station would be elevated above Washington Boulevard and supported by columns adjacent to the South Montebello Irrigation District building property in Montebello. The building is eligible for the NRHP under Criterion A for its historic association with agriculture and as an excellent and intact example of a modestly scaled infrastructure building. The historic use of the building would remain the same with construction of the station. Although the building's property and adjacent land were no longer being used for agriculture when the building was constructed in 1940, the building has a historic association with agriculture because it supported the water needs of local truck farms and commercial nurseries in the area. With the construction of



buildings on neighboring parcels, the setting around the South Montebello Irrigation District building has changed since 1940.

Although the construction of a station column and escalator would introduce a new visual element, the proposed support columns would be placed in front of the lot at the property lines and away from buildings to minimize the visual effect. In addition, station escalators would be placed at the far ends of the station platform, and the nearest would be more than 80 feet away from the building. With the preservation of traditional views, the historic setting would be left largely intact. As such, no Section 4(f) use is anticipated.

#### 5.4.1.9 Kelly House

The proposed Greenwood Avenue station would be elevated above Washington Boulevard and supported by columns adjacent to the Kelly House property in Montebello. The building is currently eligible for the NRHP under Criterion A for its association with the residential development of Montebello in the pre-World War II era. Built in 1937, the house represents a rare example of the area's pre-war development. With the construction of the neighboring buildings, the setting around the house has changed since 1937; however, views from the house to Washington Boulevard remain unobstructed. The exterior of the house and the yard are the physical features that convey the significance of the Kelly House, and views of these features from the street are currently unobstructed. The historic use of the house would remain the same after construction of the station, and no adverse noise or vibration effects are anticipated.

The vibration analysis indicates that the predicted vibration levels for the Kelly House would not exceed the FTA frequent impact criteria of 72 VdB. Additionally, the noise analysis conducted for this project indicates the predicted noise level of 65 dBA is equal to, but would not exceed, the FTA moderate impact criterion at the Kelly House, which would result in no adverse effect or diminish the property's significant historic features.

Although the proposed elevated station platform would be within the street in front of the Kelly House, support columns would be placed in front of the lot at the property lines and away from buildings to minimize blockage of traditional views. Station escalators would be placed at the far ends of the station platform, and the nearest escalator would be more than 100 feet from the building. The proposed placement of columns and the escalators allows for the preservation of traditional views. The historic setting would be left largely intact. As such, no use under Section 4(f) would occur.

#### 5.4.1.10 Site of the Battle of Rio San Gabriel

The northeast corner of Bluff Road and Washington Boulevard, on the border of Montebello and Pico Rivera, is the approximate Site of the Battle of Rio San Gabriel, which occurred on January 8, 1847, during the Mexican-American War. This property has the potential to meet NRHP Criterion D if any archaeological artifacts are still extant, although this is considered unlikely. A direct use under Section 4(f) impact criteria would occur if significant artifacts were found during project construction and physically destroyed. However, such a use is unlikely because the proposed Metro rail alignment runs within Washington Boulevard at this location.

Although the battlefield is eligible for the NRHP under Criterion A for military history, the historic setting of the battlefield has already changed significantly. The battlefield use is long past, and the setting has already been altered by channelization of the river and the introduction of



Washington Boulevard, which did not exist at the time of the battle. In addition, proposed at-grade rail alignment would be located on the existing bridge at Washington Boulevard.

When combined with noise from traffic on Washington Boulevard, the effect of noise created by the Metro alignment would be negligible.

Since the integrity of the battlefield site has already been altered significantly, the addition of the Metro rail line would not result in a Section 4(f) use.

#### 5.4.1.11 Dal Rae Restaurant

The proposed rail alignment would run along Washington Boulevard and pass the Dal Rae Restaurant in Pico Rivera. The alignment would be at-grade in the center of the street, and the nearest station would be more than a block to the west. The proposed project would blend with the existing traffic pattern along Washington Boulevard, and the proposed at-grade alignment would not obstruct historic views of the building, leaving the historic setting largely unchanged. Additionally, the building would retain in its historic use as a restaurant; the proposed project would not change this use.

The building is eligible for the NRHP under Criterion A for social history as an important and increasingly rare example of a fine dining restaurant and cocktail lounge from the post–World War II era. The vibration analysis conducted for this project indicates that predicted vibration levels for this project would not exceed the FTA frequent impacts criteria. In addition, the noise analysis in the Noise and Vibration Technical Memorandum indicates that noise levels would not exceed the FTA moderate or severe impact at the Dal Rae Restaurant.

Given that the proposed project would be constructed at-grade on an existing street, no Section 4(f) use would occur as a result of changes to visual or audible elements.

#### 5.4.1.12 Cliff May-designed Ranch House

The proposed Metro rail alignment would pass the Cliff May-designed ranch house in Pico Rivera, running along Washington Boulevard. The alignment would be at-grade in the center of the street; no station is proposed near this location. The house is eligible for the NRHP under Criterion C for architecture as an excellent example of the Ranch architectural style. Since the proposed project would be constructed at-grade, historic views of the property would not change. The historic use of the house has always been a single-family dwelling, and that use would not be altered by the new alignment. The proposed at-grade alignment would not obstruct historic views of the architecture or significantly change the setting.

There would be visual elements introduced due to overhead catenary support poles in the center of the street but these would not diminish the integrity of the historic property. According to an analysis of operational impacts on visually sensitive resources, the alignment would have a less than significant impact on the house's visual character, a less than significant impact with respect to light and glare, and no impact with respect to shade and shadow.

The vibration analysis conducted for this project indicates that predicted vibration levels would not exceed the FTA frequent impact criteria of 72 VdB. In addition, the noise analysis indicates that noise levels at the Cliff May House would not exceed the FTA moderate impact criteria at 64 dBA, and



consequently, no significant noise or vibration-related effects would occur. Additional detail is provided in the Noise and Vibration Technical Memorandum.

Therefore, the proposed project would not result in a use under Section 4(f).

#### 5.4.1.13 Steak Corral Restaurant

The proposed Metro rail alignment would pass the Steak Corral Restaurant in unincorporated West Whittier/Los Nietos, as it runs along Washington Boulevard. The alignment would be at-grade in the center of the street; no station is proposed near this location. The restaurant is eligible for the NRHP under Criteria A and C for social history and architecture as an intact presentation of a theme restaurant from the decades following World War II. The proposed project would blend with the existing traffic pattern along Washington Boulevard, and the at-grade alignment would not obstruct historic views of the building, leaving the historic setting largely unchanged. Additionally, the building would retain its historic use as a restaurant. The vibration analysis conducted for this project indicates that predicted vibration levels for this project would not exceed the FTA frequent impacts criteria. The noise analysis indicates noise levels would not exceed the FTA moderate or severe impact criteria at the restaurant. Furthermore, with the alignment constructed at-grade, there would be no visual effect that would diminish the integrity of significant historic features. With no changes to integrity, the proposed project would not result in a Section 4(f) use.

#### 5.4.1.14 Rheem Laboratory

The proposed Metro ROW would pass the former Rheem Laboratory in Whittier running along Washington Boulevard. The alignment would be at-grade in the center of the street; no station is proposed near this location. The building is eligible for the NRHP under Criterion A for its role in the development of manufacturing and scientific research in the Whittier/Santa Fe Springs area in the period of significance 1951-1962. The proposed project would blend with the existing traffic pattern along Washington Boulevard, and the at-grade alignment would not obstruct historic views of the building, leaving the historic setting largely unchanged. The proposed project would not change the current use of the building. With no changes to integrity, the proposed project would not result in a Section 4(f) use.

#### 5.4.2 Parks, Recreation Area, and Refuges

The parks and recreation areas within the area of potential impact for the proposed Washington Boulevard LRT Alternative are:

- Montebello Country Club and Bicknell Park;
- Ashiya Park;
- Chet Holifield Park;
- Bike Path along Rio Hondo and Spreading Grounds; and
- Bike Path along the San Gabriel River and Spreading Grounds.

No wildlife refuges are located within the area of potential impact for this alternative.



#### 5.4.2.1 Montebello Country Club and Bicknell Park

The proposed Washington Boulevard LRT Alternative elevated structure would run along the north and east sides of Montebello Country Club and Bicknell Park. On the north side, the elevated structure would be located across Via Campo in the southern portion of the SR 60 ROW. On the east side, it would be located above Garfield Avenue.

The placement of bents along Garfield Avenue would require removal of some trees in the street ROW fronting Bicknell Park. Since additional adjacent trees located in the park would not be disturbed, they would still provide a visual screen that would obscure any views of the new light rail infrastructure. As such, no significant adverse construction impacts would occur. As noted in the Noise and Vibration, Visual and Aesthetic, and Displacement and Relocation Technical Memoranda, no adverse physical impacts or alteration would occur in the park or golf course areas. Therefore, no use under Section 4(f) would occur.

#### 5.4.2.2 Ashiya Park

Ashiya Park slopes downhill from Via Acosta to Garfield Avenue, where the proposed LRT elevated structure would be constructed.

Bents straddling the Garfield Avenue roadway would be used to support the viaduct, though none would be located within the park property. However, the new LRT viaduct would be prominently visible from all areas of the park. Since the park is already under a high-voltage electricity line corridor, the new LRT infrastructure would be visually consistent with the power line infrastructure already present in the park. No part of the park facilities would be used for operation of the alternative, and no physical deterioration would occur. Noise impacts would be less than significant, per the Noise and Vibration Impacts Technical Memorandum. As such, no use under Section 4(f) would occur.

#### 5.4.2.3 Chet Holifield Park

Chet Holifield Park is located one-half block from the proposed Washington Boulevard LRT elevated structure and station. It is separated from the alignment by a single-story building and a parking lot. Some of the parcels northwest of the park would be used for construction staging, but these impacts would not interfere with use of the park or impede access to the park. The LRT facilities would not be visible from the park, and no physical changes to the park would occur. Given the distance of the proposed alignment from the park, no use under Section 4(f) would occur.

#### 5.4.2.4 Bike Path along Rio Hondo and Spreading Grounds

The new LRT tracks would run in the median of an expanded Washington Boulevard bridge across the Rio Hondo. The existing bridge passes above the bike path, and the expansion would span a larger portion of the path. The new, larger bridge would cast additional shadow on the bike path. This would be a comparatively minor extension of the already-shaded area. The passing light rail trains would be similar in character to existing truck and bus traffic, and would not pose new adverse impacts to the recreational facilities.

Bridge construction may require temporary closure of the bike path, though this effect could be mitigated by temporarily re-routing the bike path around the construction area to allow it to remain open continuously. Such a closure could constitute use under Section 4(f). However, if the bicycle path is temporarily re-routed around the construction area such that it remains open at all times and



is restored to its original condition and location after construction, the temporary occupancy would not rise to the level of use (23 CFR 774.13(d)). This finding would need to be made by FTA in conjunction with the Los Angeles County Flood Control District and the city of Montebello.

#### 5.4.2.5 Bike Path along the San Gabriel River and Spreading Grounds

The San Gabriel River has bike paths on both sides of the channel at Washington Boulevard. Similar to the Rio Hondo crossing, the new LRT tracks would run in the median of an expanded Washington Boulevard bridge across the San Gabriel River. There is also an option to construct a new LRT bridge immediately south of the Washington Boulevard bridge to allow the LRT tracks to cross over the I-605. The finished bridge structure (either the expanded at-grade option bridge or the new aerial option bridge) would be similar in character to the existing bridge, and would not pose new adverse impacts to the landscaped recreational space. Once completed, additional shadow would be cast on the bike path by either the second bridge or the expanded bridge. This would be a comparatively minor extension of the already-shaded area.

Construction would occur adjacent to the recreational space in the spreading grounds, but the expanded bridge would still be contained within the city ROW and would not require acquisition of any recreational land. Bridge construction may require temporary closure of the bike path, though this effect could be mitigated by temporarily re-routing the bike path around the construction area to allow it to remain open continuously. This potential closure could constitute use under Section 4(f). However, if the bicycle path is temporarily re-routed around the construction area such that it remains open at all times and is restored to its original condition and location after construction, the temporary occupancy would not rise to the level of use (23 CFR 774.13(d)). This finding would need to be made by FTA in conjunction with the Los Angeles County Flood Control District and the city of Pico Rivera.

# 5.5 Maintenance Yard Options

As described in Sections 2.3.3 and 2.4.2, one new maintenance yard would be constructed as part of the Eastside Transit Corridor Phase 2 Project. Existing structures on the yard site would be removed and replaced with storage tracks, maintenance shop buildings, train washes, a TPSS, offices, and other structures needed to store, maintain, and inspect LRVs. Three possible maintenance yard sites are currently under consideration:

- Mission Junction Yard Option (both build alternatives) 11 acres within the Mission Junction rail facility bounded by I-5, I-10, the Los Angeles River and the Union Pacific rail line in the city of Los Angeles.
- Commerce Yard Option (Washington Boulevard LRT Alternative only) 12 acres within the SCE transmission line corridor just south of the UPRR/Metrolink Riverside Line approximately 1,600 feet west of Garfield Avenue.
- Santa Fe Springs Yard Option (Washington Boulevard LRT Alternative only) 9 acres in a commercial/industrial area immediately south of Washington Boulevard just east of Allport Avenue.

None of the proposed maintenance yard options would be close enough to any historic properties, parks, recreation areas, or wildlife refuges to result in use under Section 4(f).





# 6.0 MITIGATION MEASURES

The analysis in Section 5.0 assumes that all proposed mitigation measures presented in the other technical memoranda will be implemented.



# 7.0 CONCLUSIONS

#### 7.1 No Build Alternative

The No Build Alternative would not result in use of any resources protected by Section 4(f).

## 7.2 Transportation System Management (TSM) Alternative

The TSM Alternative would not result in use of any resources protected by Section 4(f).

# 7.3 State Route 60 (SR 60) Light Rail Transit (LRT) Alternative

The SR 60 LRT Alternative would not result in use of any historic properties protected by Section 4(f). It would result in a use with de minimis impacts to Montebello Country Club and Bicknell Park and two resources within Whittier Narrows Recreation Area: Legg Lake and the bike path along Rio Hondo. These de minimis findings would need to be made by FTA in conjunction with the regulatory agencies that oversee these properties. These conclusions apply regardless of whether the SR 60 North Side Design Variation is implemented.

# 7.4 Washington Boulevard LRT Alternative

The Washington Boulevard LRT Alternative would not result in use of any historic properties protected by Section 4(f). It would result in a use with de minimis impacts to the bike paths along Rio Hondo and the San Gabriel River. These de minimis findings would need to be made by FTA in conjunction with the regulatory agencies that oversee these properties.

# 7.5 Maintenance Yard Options

None of the maintenance yard options would result in use of any historic properties, parks, recreation areas, or refuges protected by Section 4(f).



# **8.0 REFERENCES CITED**

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